# Shipping News and Reports From All Parts of the World

## Board Has Plan to Convert U. S. Steamers to Motorships

Committee of Experts Working Out Standardization of Equipment and Machinery; Sales Price To Be Reduced to Make Change Profitable for Owners

By David S. Kennedy

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In a farrenching effort to offset the advantages of foreign steamship lines over American the Shipping Board is now co-operating with representatives of the leading shipbuilding companies in working out a practicable and profitable plan under which hundreds of government-owned steamers may be purchased and converted into more economical motorships without prohibitive cost.

The board has the double purpose of disposing of its fleet and at the same time enabling American companies to acquire vessels which they can operate in competition with foreigners.

There are approximately 600 vessels in the government fleet which are considered suitable for the experiment. They include the 400 now in operation and about 200 more of the best type and construction. The remaining 700 or 800 steel ships are diaregarded for the idea, which is still in the injitial

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sion purposes at the nominal price of \$5 to \$10 a ton. Even this is not sufficient to accomplish the purpose, so the beard has started upon the next step board has started upon the

Manufacturers to Aid

The idea, which is still in the initial stages, includes two features: (1) rejuction in the cost of conversion from the stages, includes two features: (2) reduction in the cost of conversion from the stages includes two features by the board, so that the total cost will have the ewners in a position to compute on an equal basis.

Benson Originates Plan

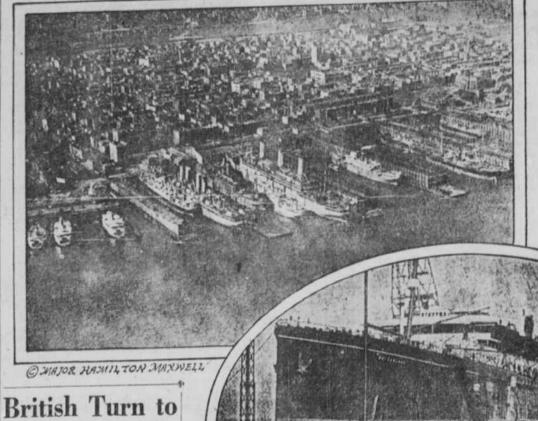
Admiral W. S. Benson, Shipping ford commissioner in charge of conversion from steam to internal combustion and the sales price of steamers by the board, so that the total cost will have the ewners in a position to compute on an equal basis.

Benson Originates Plan

Admiral W. S. Benson, Shipping ford commissioner in charge of conversion costs will be figured to the last detail and ship owners will have several standard specifications from which to choose.

It is probable that in this task the Shipping Board committee will cooperate with the committee on standard will submit data which they have any of the session technical experts for the saded prestige of working under the general supervision of the popartment of Commerce and would have decired to the same of the saded prestige of working under the general supervision of the popartment of Commerce and would have decired to the same of the saded prestige of working under the general supervision of the work afready the same of the saded prestige of working under the general supervision of the work afready the same of the saded prestige of working under the general supervision of the work afready the same of the saded prestige of working under the general supervision of the work afready the same of the same of the saded prestige of working under the general supervision of the work afready the same of the same

Shipping Board Prepares Biggest Berth in New York for Leviathan



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At the time this photograph of the accommodating the second photograph of the secon

taken a number of Shipping Board and former enemy ships were occupying the berths. From left to right were the Susquehanne, Agamemono, President Grant, Callao, Leviathan, Huron and other vessels of the Cosmopolitane and Panama lines.

The slip to be built for the Leviathan involves complete destruction of the partly burned pier between the Agamemonon and the President Grant. Plers 5 and 6 having been removed, a new one 1,200 feet long will be constructed. A 350-foot slip will be dradged to a uniform depth of forty-five feet. The berth will then be one of the largest in the world, capable of the work will cost several million doll-lars.

The slegenland, 27,500 gross tons, is now being reconditioned in the ship-yard of Harland & Wolff for the Red Star Line. She will enter the New York-Antwerp service on April 14, join-lars, the world and provide the support to the ship-yard of Harland & Wolff for the Red Star Line. She will enter the New York-Antwerp service on April 14, join-lars, the world of Harland & Wolff for the Red Star Line. She will enter the New York-Antwerp and the ship-yard of Harland & Wolff for the Red Star Line. She will enter the New York-Antwerp and the ship-yard of Harland & Wolff for the Red Star Line. She will enter the New York-Antwerp and the ship-yard of Harland &

rade are shown in the larger number of new applications for appropriate berths, as well as by the fact that the number of vessels lying up at the docks has been reduced considerably.

Sea Upheaval Reported

By Baltimore Skipper

BALTIMORE, Dec. 24.—William Campion, vice-president and general manager of the Garland Steamably Corporation, was in Baltimore last week to discuss the inauguration of the company's line from this port to Los Angeles, San Francisco, Portland and Seattle.

Captain Mumford of the steamer Beatrice, in port from Port Tampa, reported an unusual experience at season and ocean-going mate's license on an ocean-going

At left-Airplane view of ax-

German piers at Hoboken, where

the Shipping Board is prepar-

ing a large berth for the Levia-

then when the giant liner is

ready for operation next spring. A partially burned pier is to be

Below-Workmen are seen leaving the Red Star liner Belgenland, now being reconditioned at Belfast for the New York-Antwerp service next year.

By Wireless to The Tribuds

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BERLIN, Dec. 24.—The shipping world is watching with interest the rivalry between Hamburg, Antwerp and Rotterdam, the three leading ports of northwestern Europe, which since the end of the war has been resumed with old-time zeal. Figures for the first half of 1922 show that Rotterdam and Hamburg have reached their pre-war records, while Antwerp is lagging behind.

Rotterdam thus remains as the keenest competitor of Hamburg because of the advantage of the Rhine outlet, over which a great part of west German trade is carried. The value of the Rhine to Rotterdam is shown by the fact that in 1912-1913 72 per cent of the goods arriving in Rotterdam from western Germany really consisted of goods consigned for shipment back into Germany. This trade was at a standstill during the war,

cense to serve as second assistant for one year or two years as third assistant's license on yeasels over 1,000 tons gross upon the waters of any ocean.

A candidate for a chief engineer's license, to serve as first assistant for at least one year or two years as account assistant while holding a first assistant's license on vessels over 1,000 tons upon the waters of any ocean.

The present method of giving licenses for ocean-going vessels of unlimited tonnage to candidates who have served on inland vessels only to be abolished and to be restricted to the routes for which their service entitles them.

The time service to count while on the vessels, articles to be shown by discharge or letters of recommendation from master and chief engineer or from records of owners or managera.

There are men at present holding chief engineers' licenses who have never served time in any capacity on an ocean-going vessel. They were allowed to get away with time served on the computations and small inland passenger boats. Unfortunately, the men who examine them are practically inland men on the east coast, and naturally want to elevate their own kind to prominent to elevate their own kind to prominent to levate their own kind to prominent to ferman is possible through the Dortmund-Ems Canal, due to the better strategic location of the proposed of these men examine our largest men waterway. The Rhine-Scheidt ter strategic location of the proposed of these men examine our largest men waterway.

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## 102 Foreign but No U. S. Ships In Grain Trade During Month

Need for American Cargo Carriers Advanced by Re gert as Argument for Subsidy; Replies to State ment of Senator Walsh on Pending Measure

The predominance of foreign shipping in the export commerce of the country is illustrated in the records of the
grain charter market for the month
and November 15, showing 102 alien

The predominance of foreign shipit out of some other members of or
community. You can't call that a se
sidy. Furthermore, the government
ought to loan the farmer all the mone
the same raise. grain charter market for the latter he wants and he can raise. ended November 15, showing 102 alien and no United States vessels participating in that traffic, according to a statement by John L. Bogert, a member of the Society of Naval Architects and Marine Engineers, to Senator David I. Walsh, of Massachusetts. American ships cannot be expected to succeed in this or other transoceanic routes without government assistance. Mr. Bogert says. His analysis of the grain traffic was prepared as an answer to the following admission from Senator Walsh that he was undecided in voting on the subsidy bill:

"If find a very strong sentiment in Congress for the development of a strong and efficient merchant marine, but there seems to be a great deal of opposition to the subsidy principle. I frankly admit that that phase of the subject is giving me much trouble. You may be assured, however, that this whole measure is being given my most careful consideration."

Referring to information on the

Referring to information
grain charter market for November,
green in "The Marine Newes," Mr. Begers agys!

American Ships Isle

These data rejecte to 101 steamers and
one motorbilly, to all shipping portion
in the state of the ships. You will
note that, though these grain shipments of
the name of any United States wasicipated, thirteen Italian, eleven Norwegian, ten Japanese and nine Swedish.
This country produces more grain than
any other country in the world, but
even when we have nearly Judget was expected by 14,480 tons.
This is a condition, not a theory.
You have recently heard some Series
and the state of the ships, and no ones
there in Congress had been carried.
"This is a condition, not a theory.
You have recently heard some Series in Congress was the steaming at
these are condition, not a theory.
You have recently heard some Series
at any price it sees fit. If half of
these cargoes had been carried in
the carginers and other seafacre;
Would have been given a chance to
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Stop Government Waste

"Ten million tons at \$30 a ton comes
to a book value of \$300,000,000. Ten
per cent of that is \$30,000,000. Which
is better, offer inducements to private
capital to take these ships off the government's hands and thereby furnish
work for some thousands of men from
whose ranks must be recruited the operating force of any mercantile marine
we ever hope to have or continue to
waste in interest and depreciation at
least \$30,000,000 a year beside upkeep
costs and Shipping Board bureau costs?

"The farmer has one great advantage over the shipping man—he never
needs to starve. He can always raise
enough food to feed himself and family. The cost of fertilizer, seed and
transportation may make farming as a

transportation may make farming as a business unprofitable; nevertheless ,he and his can and do live off the land when business has gone to the dogs.

Farmers Inconsistent

"The shipping man is in a much werse plight. When ships are put out of commission 'Othello's occupation's gone.' He simply can walk the streets looking for some other kind of work. I know you are not of those who are frightened by names. To the farmer it is all right for the government to a end millions on irrigation dams and good roads. That isn't a subsidy to the farmer. Oh, no! Also it is no more than right that the railroads should be compelled to carry farm produce at specially low rates, even if

## Takes Lead in Sweden

tonnage was built in Sweden last year, according to a report on shipping for 1921 from Consul General D. I. Murphy of Stockholm. Construction included eighteen atsamers of 16,200 net tons, fourteen motorships of 15,407 net tons and five sailing vessels of 655 tons. On December 31, 1921, the Swedish merchant marine consisted of 2,721 vessels of 809,602 net tons. Deducting loases on account of wrocks, condemnations and transfers to foreign owners, the Swedish merchant marine was increased by one ship in 1921, while the tonnage was reduced by 14,542 tons. By government permission, forty-two Swedish representations forty-two Swedish forty-two Swedish government permission, forty-two Swedish government permission, forty-two Swedish government permission, forty-two Swedish forty-two Swedish government permission, forty-two Swedish government gover

an order for the construction of motor liner, 226 feet in length, for th Bornholm Steamship Company. A con-cract has also been signed for an ac-

Mussolini Takes Steps to

Assist Italian Shipping Mussolini after establishing to lone cisti government, according to lone reports, was to create a commissional

### Steamship Rates From U. S. North Atlantic Ports Principal Ports of the World

The following table, furnished by Caidwell & Co., gives average intrates charged by steamship lines. They are subject to confirmation is of instance. Rates per 100 pounds unless specified:

instance. Rates per	100 po	unds unless	specified:		General
	Heavy	-		Crest.	PATES.
To	grain.	Flour.	Sugar.	Steel.	1400.00
Alexandria	.20	.30	*\$7.00	*\$8.00	# 851.7F
Amsterdam	.16	.20	.20	*3.50	F-95E70.
Antwerp	.14	.20	.20	*3,50	4121 Same
Australasia		_	125.00	*11.50	E 995.80
Belfast	×3/-	.22	.25	*7.00	6.57147.78
Bergen	.17	.22	.25	*7.00	114.00
Bombay		*15.00	*9,00	110,00	6.37161.70
Bremen	.14	.19	.20	*6.50	120.00
Buenos Ayres	175	******	*7.00	*10.00	114.00
Calcutta	***	*15.00	*9.00	*8.00	†15.W
Cape Town		*15.00	118.00	*7.00	1.301.60
Cardiff		.19	.221/2	+7.00	\$.57 % T.TS
Christiania	.17	.22	.25	18.00	115.00
China Ports	-	217.00	Open	+10.00	114.00
Colembo	.22	*15.00	*9.00	*8.00	120.00
Constantinople	.22	.30	7.00	*7.00	\$.42 \ 1.85 1.23 7.66
Cork	×3/-	.22		*7.00	1,421,55
Cork	.20	93	.25	*8.00	8.42 % 1-00
Danzig	×3/-	22	25	*7.00	6.525.65
Dublin	.18	.20	2214	*8.00	\$.405.75
French Med	.18	.25	*5.25	*5.00	112.00
Genoa	.18	.30	*5.25	*6.00	1,301.69
Glasgow	×3/-	.19	20	*7.00	
Gothenburg	.17	.19	.80	*7.00	1425
Hamburg	.15	.19	.20	*6.50	1.415.00
Helsingfors	20	.25	.28	*9.00	305.00
Hull	×3/-	.18	20	*7.00	115.00
Japan ports			Open	18:00	112.00
Java porta	-		*10.00	110.00	4.305.89
Leith	×3/-	.19	.20	*7.00	+20.00
Lisbon	.21	*7.00	*7.00	*7.00	6,301.49
Liverpool	×3/-	.10	.20	*7.00	305.60
London	×3/-	* .10	20	*7,00	+16.00
Madras	-	*17.00	*11.00	112.00	1.455.86
Malmo	* .19	.24	.32	*15.00	155.00
Malta	.20	.35	,35		6,301,88
Manchester	×3/-	.19	.20	*6.00	100.00
Montevideo			*7.00	*6.00	112.00
Naples	.1816	.30	*5.25	*10.00	116.00
North Africa	.20	.30	.30	*8.00	120.00
Piraeus	.20	.30	*7.00	*11.90	113.00
Port Natal	-	16.80	*11.00	*12.00	110
Rangoon	=	*17.00	*8.00	*6.00	121.00
Rio de Janeiro (LD)		*7.00	.20	*3.50	3.535.70
Rotterdam	.16	.20	*7.00	*8.00	( ) ( ) ( ) ( ) ( ) ( )
Salonica	.22	*7.00	*7.00	*6.00	110.00
Singapore		1.00	Open	18.00	1000
Smyrna	.22	.30	*7.00	*8.00	404.00
Spanish Atl		*10.00	*9.00	*10.00	+14.00
Spanish Med	.18	*10.00	*7.00	*10.00	4.415.00
Stockholm	.19	.24	32	*8.00	124.00
Trieste	.21	.35	*8.00	*13.00	10400
Venice		.35	*8.00	*13.00	The state of

West Coast S. A .. "Per 2,240 lbs. †W/M per 40 cu. ft, or 2,240 lbs. s/e. ‡Per bbl. ||In bags. \$Per cu. ft.; \*per 100 lbs.—where rates are shown on both bases, charges are assessed at ship'e option, "Shillings and pence per quarter."